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HONGKONG, WEDNESDAY, AUGUST 5TH, 1925 三拜禮

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### TIME-TABLE.

#### WEEK DAYS

STATIONS	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.39	7.10
Yau Ma Tei	Dep.	6.50	9.24	10.39	12.09	1.24	4.45	5.51	7.21
Shatin	Dep.	7.05	9.39	10.54	12.24	1.39	5.09	6.04	7.31
Tai Po	Dep.	7.15	9.49	11.04	12.34	1.49	5.19	6.04	7.41
Tai Po Market	Dep.	7.21	9.55	11.10	12.40	1.55	5.25	6.04	7.41
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.34	6.19	7.51
Shanghaibai	Dep.	7.38	10.07	11.22	12.52	2.07	5.39	6.24	7.51
Shumchun	Arr.	7.42	10.13	11.28	12.58	2.13	5.44	6.29	7.51

#### SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.39	7.10
Yau Ma Tei	Dep.	6.50	9.24	10.39	12.09	1.24	4.45	5.51	7.21
Shatin	Dep.	7.05	9.39	10.54	12.24	1.39	5.09	6.04	7.31
Tai Po	Dep.	7.15	9.49	11.04	12.34	1.49	5.19	6.04	7.41
Tai Po Market	Dep.	7.21	9.55	11.10	12.40	1.55	5.25	6.04	7.41
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.34	6.19	7.51
Shanghaibai	Dep.	7.38	10.07	11.22	12.52	2.07	5.39	6.24	7.51
Shumchun	Arr.	7.42	10.13	11.28	12.58	2.13	5.44	6.29	7.51

#### SHA TAU KOK BRANCH.

STATIONS	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Fanning	Dep.	7.45	11.30	12.00	8.25	12.00	1.00	5.00	5.55
Shataukok	Arr.	8.40	12.25	1.15	7.20	11.10	2.00	5.55	

#### SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Fanning	Dep.	7.45	11.30	12.00	8.25	12.00	1.00	5.00	5.55
Shataukok	Arr.	8.40	12.25	1.15	7.20	11.10	2.00	5.55	

Further information may be obtained at the Railway Offices, Kowloon, or from  
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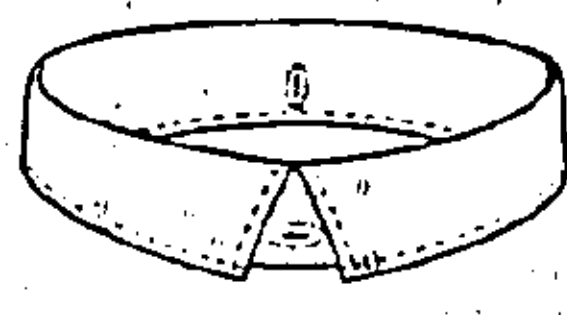


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**KUOMINTANG'S WANING POWER.**

EXODUS TO PEKING TO APPEAL FOR HELP FROM  
NORTHERN LEADERS.

RUSSIAN AGENTS' REPORTED DEPARTURE.

Illuminating information is to hand from Shanghai, which would appear to have a strong bearing on events nearer Hongkong. As the *Daily Press* has foreshadowed on several occasions, the Cantonese Bolshevik extremists are apparently losing ground in the face of a returning sanity of outlook in the general populace, and realizing at last that their way cannot endure much longer, have felt themselves constrained to depart from their ten-year-old policy of independence, and seek assistance from the North. The *North-China Daily News*, in its issue of July 30th, contains a consignment of these facts, together with some apt commentaries as under:—

Members of the Kuomintang, red, white and pink, have been arriving in Shanghai during the past two days as a result of the exodus from Canton of Red Kuomintang leaders and their foreign advisers. All are en route to Peking where, after a decade of refusal to recognize the Peking Government, Canton will request Marshal Tuan Chi Jui and the Waichianpu to support them against a foreign nation. The Kuomintang Government in Canton has at last reached the depth of its impotence, due largely to the passive resistance of the farmer and merchant of Canton, who simply will not turn Bolshevik at the Red Kuomintang's behest.

**BORODIN REPORTED GONE.**

Comrade Borodin, political advisor to the Red Kuomintang, and General Gallen (name anglicized from the Chinese pronunciation), its military advisor, are reported to have left Canton and to be on their way to Peking.

This is big news if true and we state it under reserve; but it reaches us from a good source. In Peking, we are told, they will become drill masters in the First Kuomintang Army, the North-western Defence Force, that is, in simpler language, that they have deserted the Red Kuomintang to join Feng Yu Hsiang. According to the reports in Cantonese circles, the Bolsheviks are "fed up." They have spent their money. They have given their time. They have sought to create in Canton a nucleus for their activities in China. They have sought to turn Cantonese into "cells," which like cancerous cells, do their deadly work unnoticed for a time. They have failed. The farmers of Canton want peace and a chance to grow silk. They are not interested in world revolution nor even in turning China into a Soviet state. They want to be let alone. It took the Russians some time to learn that, but the complete failure of the Hongkong strike and the unfavourable reaction to their propaganda in Canton, has told upon them and they are reported to have quit.

General Gallen (if that is his name) is reported to have delivered an address to the Hongkong striking workers who were in Canton, in the course of which he raised both his hands. Pointing to the small finger of one hand, he said that that was what Russia could do for China. Pointing to the other nine fingers, he said that that much the Chinese would have to do for themselves. As a military man he advised against a war with Great Britain at this time. The workers regard his remarks as a betrayal. They had come from Hongkong expecting that Soviet Russia had, made full arrangements for the seizure of the Shamen and they were disappointed that the Russians, like other foreigners, expected them to do something for themselves. General Gallen was not a popular man after that speech.

**DIAMOND CUT DIAMOND.**

Politically, Canton is in the hands of a triumvirate which rules with an iron fist. The triumvirate consists of Wang Ching Wei, Hu Han Min and Liao Chung Kai as the head of it. Liao Chung Kai is the extremist who believes in a Reign of Terror as a political weapon and he uses terroristic methods to prevent the people from driving him out of the city. Opposed to him are the commanders of all the troops, except those of the Red Army. The other generals are using terroristic methods to destroy the Reds when they get a chance at them. The result is that hundreds have been killed and imprisoned. The more conservative followers of Dr. Sun Yat Sen as well as the leaders of the indigenous Cantonese population are working together to bring an end to the Red régime, which has now only Feng Yu Hsiang and Tuan Chi Jui to fall back on for support. Therefore the latest paradox in Chinese politics, namely, the independent Canton Government going to Peking for support. Of the arrangement made between Peking and Canton, reports will probably reach Shanghai within a fortnight.

**CHEN CHUNG MING'S CHANCE.**

Meanwhile General Chen Chung Ming remains in Shanghai in retirement, seeing no one and resting quietly. The three districts about Swatow, however, have been handed to his lieutenant, General Lin Fu and his power is re-establishing itself in the Hakka area of Canton. The fact that these districts have come under his influence without a war is regarded as a clear indication of the change of attitude among the non-red military men in Canton.

**SOVIET'S WORLD AIMS.**

EASILY WORKABLE ELEMENTS  
FOUND IN CHINA.

Sir Robert Horne, M.P., delivered an address at the opening of the East Lothian Unionist Association garden fete held on June 27th at Gosford Grounds, Haddingtonshire. Referring to the uprisings in Shanghai, Sir Robert said they were due to the persistent and assiduous efforts made by the Soviet Government of Russia against stable government in every part of the world. They recognised that the chief opponent and the greatest obstruction to the theory of Communist government was Great Britain. If they could get rid of the influence of Great Britain in the world they would have done more than by any other effort to establish their hateful, disastrous theories throughout the whole world.

"They have been striving now," continued Sir Robert, "for the last four years, in the teeth of very solemn obligations under a Treaty which I made with them myself, to upset our Government in India and to set the whole of the East aflame. Hitherto, happily, they have entirely failed, but in China they have found elements which are more easy to work upon, and to-day you find the Ministers of this great Soviet Republic of Russia boasting of the attack which they are making against our interests in China, and asserting that the disturbances that we have already seen are only a poor rehearsal of the massacres which they hope to see in the future. It is for us to see that the defence of our citizens there is made secure. We can thank God to-day that we have a Government in power with a proper appreciation of the situation, and we can thank Heaven, too, for our knowledge that whatever happens no prejudice in favour of this disastrous system which has destroyed Russia will prevent the Government from taking all the adequate means in their power for the safety of our British fellow subjects." (Loud cheers.)

The greatest hope of this country for the future, said Sir Robert, was in the great Dominions and possessions which we enjoyed in other parts of the world.

**HONGKONG'S LEAD.**

AMOI FOLLOWS THIS COLONY'S  
EXAMPLE.

When the public meeting was held in the Theatre Royal, and resolutions regarding the unrest in China unanimously passed for transmission to the Home Government, the *Daily Press* expressed the hope and belief that the Colony's example would be followed by the Coast Ports.

It was pointed out that if any impression was to be made on public opinion in Great Britain on a public meeting and one series of resolutions, although a step in the right direction, would not be sufficient. The whole of the British residents in the Far East must speak with one voice if they are to be heard. It is the only method of making appreciable headway against the propaganda which the "unions" both here and at Home are disseminating.

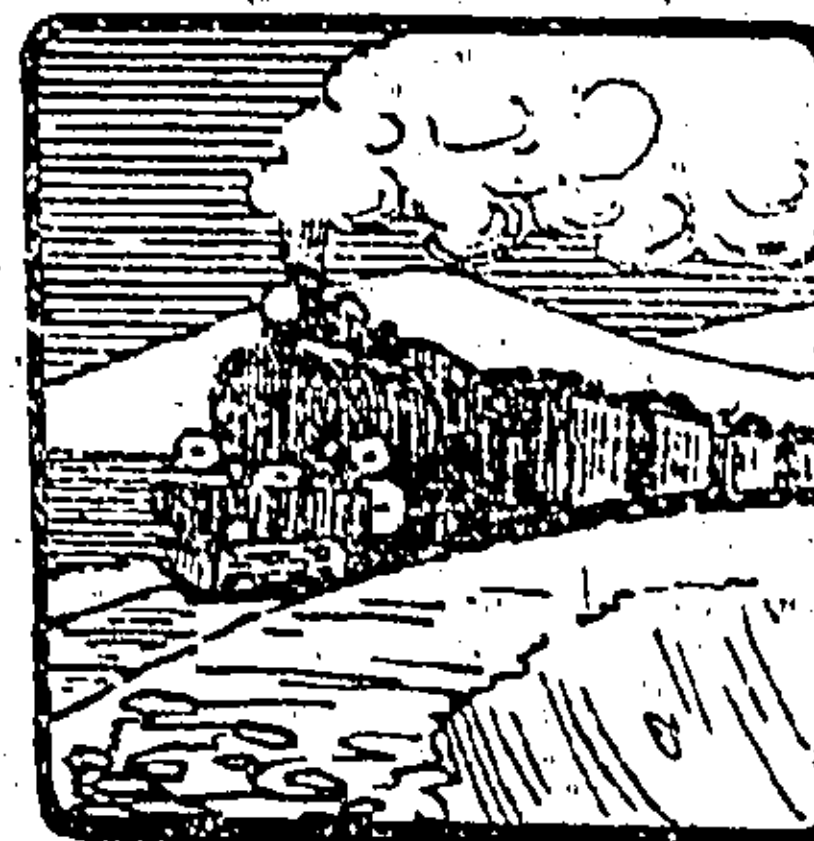
Amoy, we are glad to notice, has taken action as the following telegram, received by the Hon. Mr. P. H. Holyoak, yesterday morning, will show:

"Holyoak—Hongkong:—British residents, Amoy, wish to express their strong approval and endorsement of your telegram recently despatched to London. They would add that the local anti-British boycott, which is causing incalculable loss to British interests is not supported by Chinese merchants generally and the threatened strike is being forced on unwilling employees by direct threats of violence. State of terrorism which is distinctly traceable to Canton Bolshevik agencies, exists in the Chinese city and they consider prompt action is necessary to prevent situation in coast ports becoming hopelessly out of hand. They request you kindly to wire this endorsement and statement of facts to same quarters in London at our expense.—HINTON, Secretary, British Chamber of Commerce."

This telegram, Mr. Holyoak informs us has been already transmitted to H.M.'s Government at Home.

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**CORRESPONDENCE.**

**SUGGESTIONS FOR HONGKONG  
SCHOOLS.**

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—Re the Schools in Hongkong. First of all let me say that I think the students in the Hongkong Schools had very little to do with and very little influence in the Strike and that any students who caused trouble should be treated as children and punished accordingly. Secondly, the fees at all Government Schools should be carefully revised.

The trouble began in the Government School, Queen's College, where the fees are much too low and are the same as they were in 1910, viz., \$90 per annum for a Day Boy.

Several other schools in the Colony, Church and Mission Schools and Private Schools have much higher fees and have raised their fees in recent years; for example the fees at some schools are \$180 or more per annum for a Day Boy. I do not advocate that all fees should be the same, but it is worthy of note that to educate a boy in a Grant-in-Aid School costs the Government, on the average, about one quarter the cost in a Government School like Queen's College for the same type of education.

I beg to suggest that the Government should:

(1) Fine \$10 all boys who were absent from Queen's College on June 18th, and refuse them admittance to other schools in the Colony.

(2) In future charge an entrance fee of \$10 for all new boys at Queen's College.

(3) Double or increase the fees at all Government Schools.

(4) Forbid all other schools in the Colony, Grant-in-Aid and Private, to admit boys who leave Queen's College without meeting the conditions laid down.

(5) Have a more strict inspection of all schools teaching up to matriculation standard and which are not controlled by and/or staffed with at least one European teacher.

(6) Keep in touch more closely, through English Inspectors, with the vernacular schools.

(7) Give the Heads of Schools regular opportunities of discussing educational matters with the Education Department and have several Heads of Schools on the Board of Education.—Yours, etc.,  
A.Z.

**H.M.A.S. "BRISBANE."**

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—The recent report in the Press about the solicitude of the Australian Labour Party over the employment of H.M.A.S. *Brisbane* in China are misleading. They give one the impression that the *Brisbane* has left Hongkong for Mediterranean waters as the result of the discussion in the Australian Federal Parliament.

That is not so. The *Brisbane* joined the China Fleet early in May in accordance with arrangements made earlier, to serve as an exchange ship in place of one of the British ships doing duty with the Australian fleet. And, also in accordance with the previous arrangement, she has left Hongkong, not for the Mediterranean, but for Australia. Her future movements will not be influenced by the present state of China.—Yours truly,  
ONE WHO KNOWS.

**STOCK EXCHANGE  
SETTLEMENTS.**

**TWENTY-SIX WRITS ISSUED.**

No one can state definitely at the present time what will be the result of the June and July settlements of the Stock Exchange, for a good many transactions have yet to be completed.

It seems probable that legal proceedings will be taken in a number of instances. So far twenty-six writs have been issued, but, of course, some of these may be withdrawn, or interested parties may agree to abide by the decision in a "test" case.

The majority of writs have been issued by share-brokers against their clients, but there are cases also of clients proceeding against share-brokers. There is only one case of proceedings being taken over a dishonoured cheque.

No date has yet been fixed for hearing any of the cases.



**PEDDER STREET.**







## CABLES.

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[THROUGH REUTER'S AGENCY.]  
**CAMPAIGN IN MOROCCO.**  
FINE WORK BY FRENCH INFANTRY.

PARIS, August 4th.  
A communiqué from P. hat states that extensive operations were undertaken by mobile columns, on August 2nd, in the north and north-western districts, where the enemy had recently penetrated in large numbers. The result was the ejection of the enemy from their stronghold in the Azjen Mountains. The enemy fled in disorder, leaving sixty dead.

Newspaper despatches, describing the operations, state that the French infantry fought most vigorously and tenaciously despite the intense heat.

**DUTCH RETRENCHMENT.**  
**RESULT OF AMALGAMATION OF WAR AND MARINE PORTFOLIOS.**

AMSTERDAM, August 4th.  
Following the recent announcement by Premier Colijn in regard to the amalgamation of the Ministries of War and Marine, it is stated that the new Minister of War, Herr Lambog, will be given assistance as Director-General in all matters connected with the Navy.

**MELBOURNE'S VISITORS.**  
**AMERICAN FLEET IS LEAVING FOR HOBART.**

MELBOURNE, August 4th.  
The first departure of the American Fleet began this morning, when the light cruisers left for Hobart.

The main fleet, including the U.S.S. *Seattle*, flagship of Admiral Conz, and three other battleships will leave on Thursday.

**HOMEWARD BOUND.**  
**ENGLAND'S SOCCER TEAM LEAVES AUSTRALIA.**

PERTH, August 4th.  
The soccer players, who have been representing England in a tour in Australia, have sailed for home.

In the final match, the visitors defeated the West Australia team by five goals to one.

**EARLIER CABLES.**  
**RUBBER RESTRICTION.**

**STEVENSON SCHEME DISCUSSED IN COMMONS.**

LONDON, August 3rd.  
In the House of Commons, replying to Mr. Robert Hudson, Mr. Amery said he was well aware that in seven out of the eleven quarterly periods in which the Stevenson restriction scheme had operated the average price of rubber was below 1s. 3d. per pound. Over the decade before the war he understood the yearly average price varied between 7s. 7½d. in 1910 and 2s. 4½d. in 1914.

Mr. Garro Jones asked was there any truth in the report that America had communicated with the Government hinting that unless the Stevenson rubber scheme were dropped they would take similar measures with regard to cotton.

The Speaker intervened and said the question should be addressed to the Foreign Office.

**THE COTTON MARKET.**  
**UPWARD TREND OF PRICES IN NEW YORK.**

LONDON, August 3rd.  
In the House of Commons, replying to Mr. Robert Hudson, Mr. A. M. Samuel said that the mean price in New York for middling upland cotton in April, 1914, and April, 1924, respectively were 12 cents per pound and 22.9 cents per pound. The spot price in New York on April 1st, this year was 24.65 cents per pound.

**DUTCH CABINET.**  
**HEER, WELTER ACCEPTS POST FOR COLONIES.**

AMSTERDAM, August 3rd.  
It is believed that Heer Welter, member of the Council in the Dutch East Indies, has accepted the post of Minister of the Colonies. He is leaving for home as soon as possible.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]  
**HOSPITAL RAIDED.**  
**MISSION NURSES RECEIVE ROUGH TREATMENT.**

CHINESE POLICE TO RESCUE.

PEKING, August 4th.  
A message from Chekiang states that a Chinese mob, yesterday, raided the Church Missionary Society's hospital at Hangchow.

The raiders captured two male nurses, who were somewhat ill-treated. However, eventually they were rescued, without serious injury, by a party of Chinese Police, who have now promised to protect the hospital.

**CHINA AND RUSSIA.**  
**PEKING APPOINTS AMBASSADOR TO MOSCOW.**

PEKING, August 4th.  
A mandate, issued last night, appoints Mr. Sun Pao Chi as the first Chinese Ambassador to Moscow.

**FUTURE OF WEI-HAI-WEI.**  
**DELAY IN RETROCESSION IS EXPLAINED.**

LONDON, August 3rd.  
In the House of Commons, replying to Commander Kenworthy, Mr. Ronald McNeill said the question of the return of Wei-hai-wei to China was suspended at the moment owing to the provisional character of the Chinese Government.

Commander Kenworthy asked was it not the original arrangement that we hand back this territory when the Japanese evacuated certain territories in Shantung, and how had the present position been reached?

Mr. McNeill reiterated that it was owing to the provisional nature of the Government of China.

**FRANCE AND CHINA.**  
**LE JOURNAL "GIVES ADVICE TO POWERS.**

PARIS, August 4th.  
After emphasizing Chinese respect for the correct and reserved attitude of Frenchmen, *Le Journal* states that the Powers should modify their attitude towards China.

As far as the matter concerns France, she ought to create a High Commissioner, the holder of which post would depend for instructions upon the Ministry of Foreign Affairs for the Colonies.

To the High Commissioner, French diplomats in the Far East and the Governor-General of French Indo-China would look for instructions.

Such an institution, in the opinion of *Le Journal*, would enable France to follow a "methodical" policy in the Far East.

[Ed. Note: The above cable arrived in a partially mutilated condition. In view of the statement, issued by the Count de Martel (French Minister to China) and published yesterday, readers should bear in mind that if the cable has been correctly "extended," it is merely an expression of opinion of the Editor of *Le Journal* and not necessarily the view of the French Government nor of the French Nation.]

**EVACUATION OF RUHR.**  
**WITHDRAWAL TAKES PLACE WITHOUT INCIDENT.**

BERLIN, August 3rd.  
Reports from all parts show that the Franco-Belgian evacuation of the Ruhr, except in the three "sanction" towns of Duesseldorf, Duisburg and Ruhrort have everywhere been carried out without incident, the inhabitants refraining from any demonstrations likely to cause trouble.

**SHIPPING STRIKE.**  
**TROUBLE IN AUSTRALIA IS ENDED.**

MELBOURNE, August 3rd.  
Branches of the Seamen's Union in Queensland, South Australia and Victoria have unanimously endorsed the agreement cabled on July 31st, and the recommissioning of vessels will begin immediately.

**PRINCE OF WALES.**  
**H.M.S. "REPULSE" ARRIVES AT ST. HELENA.**

ST. HELENA, August 3rd.  
H.M.S. *Repulse*, with the Prince of Wales on board, has arrived here on the way to South America.

## VALLEY FLOOD SEQUEL. ENQUIRY INTO P.W.D. COOLIE'S DEATH.

As a sequel to the collapse of a wall at the corner of Happy Valley by Koon Ma Terrace on June 18th, owing to the flood, an inquest took place yesterday afternoon before Mr. S. R. B. McElderry at the Central Magistracy, to enquire into the circumstances surrounding the death of a coolie named Tong Fat, who was guarding a P.W.D. steam-roller at the time, and whose body was found in the early hours of the next morning.

The Jury comprised: Messrs. D. Temperley (foreman), C. J. Joseph and A. D. Russell.

The Coroner said that this enquiry was on a man who was killed at Happy Valley in the recent landslide there. It would appear that the man was killed owing to the collapse of a wall, and therefore, there was the question of responsibility. To-day he proposed to take the medical evidence and also the various photographs and plans submitted.

Mr. M. W. Lo appeared on behalf of the directors of the Young Wo Nursing Home, and Mr. F. C. Brook represented Dr. Leung Cheung Man, of No. 1, Man Chun Fong.

The Coroner asked the solicitors to remember that this was a death enquiry only, and to refrain from asking questions which were not concerned with the enquiry as a death enquiry.

Dr. Minett was the first to give evidence, and said that on June 17th, he conducted a post-mortem examination on the body of what was then described as an unknown Chinese, whose age was about 20. This man was later identified as Kung Fat. He had died of multiple injuries. The third, fourth, fifth, sixth and seventh ribs on the right side were broken, and the liver and spleen were ruptured.

The Coroner: Was there any evidence to show that the body had been in water?

Dr. Minett: There was nothing to show that he had been drowned. The injuries were too severe. They must have killed him instantly.

Chinese Constable 309 said that on the morning of June 18th, about 4.30 a.m. he received a report that a tea-stand at Wong-niehong had been washed away by the flood. He immediately went there to investigate, and found a man lying dead across the nullah on the racecourse. The body was lying in water, and the arms were pinioned with stones. He had it sent to the No. 2 Police Station, and half an hour later he found another body about 50 yards away. This body also was taken to the Police Station and later to the mortuary, where relatives identified it.

A relative of the deceased gave evidence of identification, and said that Tong Fat was a P.W.D. coolie who watched the steam roller at night.

Dr. Chan Wai Cheung, managing-director of the Young Wo Nursing Home, said that on the night in question about 2 a.m., he received a report to the effect that a disaster had occurred near Happy Valley. When he arrived, he found that both entrances to the Home were blocked by earth and rocks. Water was flowing over the ground in all directions.

Asked by the foreman of the Jury whether he had any idea when the water first rushed down, witness said he had no idea when the accident actually happened.

Lo Shun Chi, contractor's foreman for the Tung San Co., owners of the site was the next witness, and said that on the night of June 18th he was in a matchbox above the site. He did not notice anything unusual happening, but heavy rain was falling.

The Coroner: Did you notice anything on the road?—I noticed water rushing down the road.

Did you see where it was going to?—I saw water rushing down Stubbs Road towards the Indian Mosque.

Continuing, witness said that he was in charge of the building of the wall. He was provided with a plan and constructed the wall strictly in accordance with the plan. The plan was given to him by his architect, Mr. Raven. His instructions were to construct the wall with one part of cement and six parts of sand.

The Coroner: What sort of sand?—Sea sand.—Sand taken from the hillside. In fact it was red earth.—It was swept down by the water. It was not sand from across the harbour. There were also bands of cement concrete running through the wall.

What was the cement concrete made up of?—One part cement, three parts sand, and six parts stone.

What about the height of the wall?—It was 20 feet high, including the base of cement concrete. It was 20 feet above the level of the ground, and there was a nine feet base.

(Continued on next Column).

## ACCIDENTAL DEATH. VERDICT IN CASE OF INDIAN MULETEER.

The death of an Indian, named Gulam Din, aged 30 years, a driver in the Hongkong Mule Corps, through drowning in the naval camber, Hongkong, was the cause of an inquest conducted by Mr. E. W. Hamilton, sitting as coroner, at the Kowloon Magistracy, yesterday afternoon.

The evidence, given by a number of witnesses, showed that the deceased either in ignorance or otherwise, contrary to Command Orders, went swimming in the camber on July 9th, and apparently got into difficulties and was drowned. His body was not recovered until eight days later.

In recording a verdict of accidental death, Mr. Hamilton remarked that "he found that Gulam Din met his death through an accident. The cause could not be definitely established. The man either deliberately, or through ignorance disobeyed the Command Orders, and if it had not been for this the accident would not have taken place. No blame was attached to anyone else."

**POLICE COURT ITEMS.**  
At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton, several Chinese were sentenced for stealing wood. One man who was previously fined, was sentenced to three months' hard labour. The other sentences ranged from seven days to one month. A number of hawkers who were charged with selling foodstuffs within market limits were fined \$4 each.

As a sequel to an incident that occurred on the 2nd, a coolie appeared before Mr. R. A. D. Forrest at the Central Magistracy yesterday afternoon, when police gave evidence to the effect that the man had refused to allow a Chinese merchant to have some goods taken on board the vessel except by a rate of payment. The merchant had brought his own coolies to load his cargo of salt fish, but another gang of coolies near by refused to let them work. A Chinese detective in the vicinity arrested defendant. He was fined \$80, in default, two months' imprisonment with hard labour.

When did you take over the construction of this wall?—In January this year. Had you finished before the accident happened?—The accident occurred three days after its completion. The mortar had not got dry and that was the cause of the collapse.

**PERTINENT QUESTIONS.**  
A week before you completed the wall how much was there left to be done?—That part of the wall which collapsed was the last to be done.

Did you not build the wall in layers?—The part that collapsed was the highest part. Each side was done first and the other put in.

Mr. Temperley: If he talks like that he is talking nonsense. The wall must have been built in layers.

Witness said that three days before the accident, Mr. Raven, the architect, inspected the wall.

Mr. Temperley: We should like to know if the wooden hut on the lower side of Stubbs Road was occupied by any of the contractor's men?—That hut was used as a store only.

Mr. Temperley: Was the wall backed up with rubble?—Yes.

The Coroner: How high?—15 feet high.

Mr. Temperley: Did you ever see water coming out of the weep holes in the wall?—There was always water oozing out of the weep holes.

The Coroner: I think that is nonsense, except at times of flood.

Mr. Temperley: Of course, Sir, there is a certain amount of water held all the time.

Mr. Temperley: Did he ever find water collecting at the base of the wall and, if so, to what height did it rise?—In time of heavy rain it rose to about 12 inches. In heavy rain the water was two or three feet deep behind the wall.

Mr. Lo: Was there any earth put at the back of the retaining wall when you finished?—We were not permitted by the P.W.D. to pack earth behind the wall.

The owners of the lot at Tong San is that the name of the Company or is it the owner's name?—It is a syndicate of 11 members who own the lot.

Mr. B. T. B. Boothby, engineer in chief, Canton-Kowloon Railway, who had been called in by the Government, handed over his report to the Coroner, stating that he had carefully inspected the site.

Mr. H. A. Goldsmith, engineer in charge of roads, P.W.D., gave evidence as to drainage on Stubbs Road, and said that at the point in question there were the usual channels and catchpits for taking the rain over the road.

The Coroner at this stage adjourned the enquiry until this afternoon at 2.15, and the Court later made an inspection of the site.

## TREATIES AS "BLESSINGS." BENEFIT CHINESE AS MUCH AS FOREIGNERS.

Cabling to his paper on June 28th, the *Times* Peking correspondent gave the following admirable exposition of the present problem in China:—

The only redeeming feature of the very serious situation in China is that the Diplomatic Body is holding well together and showing an increasingly firm front in dealing with the Peking Government. It should clearly be understood that the unfortunate Shanghai incident and the others following it are being used by professional agitators as an excuse for turning the country upside down. Public sympathy has been enlisted by a campaign of barefaced misrepresentation, which has established the belief that monumental wrongs are being done to China by foreigners, particularly the British. There is no foundation whatever for this assumption, either as regards the series of incidents or in connection with the Treaties. A settlement of the Shanghai affair might easily have been achieved if it had not been maliciously exaggerated from the very beginning.

The treaties are instruments which may hurt the *unwarlike* people of the Chinese people, but they were appropriate in the circumstances when they were contracted, and to this day they operate as much for the benefit of the Chinese as for that of the foreigners.

Nevertheless the foreign Powers at Washington, as is especially worthy of remembrance at this time, agreed to afford this country the fullest and most unimpaired opportunity to stabilize its Government without foreign interference, while they promised to take immediate steps towards treaty revision to meet the aspirations of the Chinese people.

Has China done anything on her side to stabilize her Government or to remove the reproach of inflated armies and a bankrupt Treasury? The Powers are just as ready as ever to discuss the Treaties, but how can they do so with a Government admittedly only provisional and dependent on the precarious support of the militarists, whose rivalries are so incalculable that it can be said with truth that since the Washington Conference China has been perpetually involved in civil war, that her armies are bigger than ever, that brigandage is unparalleled, and that the State is suffering every possible evil resulting from misgovernment? The Treaties, at their worst interpretation, are absolute blessings in comparison with the self-inflicted injuries from which China is now groaning.

In such circumstances, for agitators to attempt to attribute China's troubles to foreign oppression is intolerable. The strikes, the agitation, and the malicious propaganda could be immediately quashed by those who stand behind the Government, and if the unanimity among the Diplomatic Body is a reflection of unity among the Powers, the question of making forcible representations to this effect to the Chinese Government for transmission to its military supporters should present no difficulty. Signs are not wanting that a united foreign demand for stern measures would be welcomed by those capable of taking them as providing a good excuse for pursuing an unpopular policy. It is certainly not to the interest of the powerful military commanders, to let alone the preponderant mercantile and other interests, to have extremist Chinese and Bolshevik influence grow beyond control, as it is growing now.

The British Government has the particular duty in this juncture to see that all possible precautions are taken to ensure the protection of its nationals. The Canton affair aptly illustrates present possibilities, and a grave responsibility rests on the authorities who neglect to increase the present inadequate naval and military forces.

**ANTI-MISSIONARY MOVEMENT.**  
**NEW UNIVERSITY OPENED IN PEKING.**

An *Asiatic News Service* communication, sent from Peking on July 27th, states that the Chinese educational leaders have opened a new university, called the Limin University in Peking and its chief object is to accommodate those students of the St. John's University at Shanghai and those of the British University at Tientsin who do not wish to return to the two institutions for further learning.

For similar purposes, the names of ex-Premier Tang Shao Yi, and ex-Premier Hsiang Hsi Lin have been inserted in advertisements as promoters of the Chifu and Tungfung Universities and the Chinese educationalists claim that this is connected with the movement for the gradual suppression of foreign missionary educational institutions in China.

Furthermore, Marshal Feng Yu Hsiang is reported to be favourably inclined towards the organization of a north-western university at Kalgan for the reception of all Chinese students who do not wish to continue their studies in foreign educational institutions.

## ROUND THE WORLD ON £10. YOUNG AUSTRALIAN'S VENTURE.

In an effort to demonstrate, in order to win a bet, that it is possible to travel round the world on a capital of £10 Mr. J. W. Wright, an adventurous Australian of 22, has completed half the journey by arriving on June 10th at the Australian Pavilion, Wembley.

"Three months ago," he said to a *Morning Post* representative, "I was living comfortably at my father's home in Sydney, but some of the fellows who were with me at Sydney Grammar School got up an argument about the expense of travelling the globe. I bet them I could do it on a capital of £10. They took the bet. On March 12th I embarked for Vancouver. I arrived there on April 3rd. Since then I have been stud groom, steward, lumberman, deck hand, 'roustabout,' labourer at Ford's factory, Detroit, fur-buyers, store-packer, a Chinese guide, lecturer, shop assistant, and a gentleman on a walking tour."

**MISHAP WITH DONKEY ENGINE.**  
At Vancouver I walked into the Hudson's Bay Company's office and got a job with them as buyer of fur at Wrangel Island. I made enough money to move on, but before the boat went I had spent it and had to pass three days in working a guy-rope, with the aid of a donkey-engine, in a lumber camp. I thought at first it was a splendid game. But when on the third day, I nearly succeeded in killing myself by jerking the rope at the wrong moment, I quit. There was no money coming to me, as the notes were distributed monthly.

So I worked my way to Seattle as a steward. There at a hotel I put in four days as a 'roustabout,' cleaning the yard and beating the carpets and taking the boots up in the morning. That was a good wheeze. Tips of ten cents, twenty-five, and fifty cents gave me enough money to push on to San Francisco. I paid my way to Denver, and got a lift on a 'shut' to Salt Lake City. Four more days as man-of-all-work at a hotel gave me enough cash to buy food as I walked back to Vancouver.

**ESCORTING CHINESE.**  
I got away from Vancouver by agreeing to shepherd a party of 37 Chinese across Canada, on the Canadian National Railway. The remuneration was a free pass on the C.N.R. for three months. Returning on part of my tracks to Edmonton, I met a New Zealand lecturer, and at his invitation joined him that night in his show. I lectured on Australia—for which I obtained nearly 35 dollars.

At Winnipeg, whither I proceeded, I went absolutely broke. I had to 'pop' my evening suit, and earn enough money to redeem it. I got it at Sudbury Junction by acting as stand groom for a few days. I went on to Niagara Falls and thence to Ford's factory, where in three and a half days, working as a labourer screwing bolts on car wheels, I made nearly 15 dollars. Then I managed to get to New York, where I joined the *Seydlitz* as a deck hand. I took my discharge at Liverpool, and have since visited Glasgow, Edinburgh, Isle of Man, Belfast, Manchester, Stockport, and Bradford.

Now I have got to get another job to take me on to the next section. I am going to work my way through the Suez Canal and so home again."

**WAR DEBTS.**  
**A BRITISH REMINDER.**

Notes were recently sent, at the request of the British Treasury, to the Governments of the States which have not yet arranged to discuss the question of the repayment to Great Britain of the debts they contracted during the war. The British Government does not press for payment, but expects the Governments of the debtor States to name a date when negotiations for a settlement may be begun.

Mr. Churchill, answering a question in the House on June 30th, said that the Italian Government had formally notified its willingness to open negotiations for a settlement of its war debt to Great Britain.

The conversations between French and British experts for a settlement in regard to the French debt which were proceeding at the Treasury were broken off after the fall of the Herriot Government and had not been renewed since.

The loans to Allies at March 31st, 1924, stood as follows:—

France ..... 623,279,000  
Russia ..... 722,455,000  
Italy ..... 533,300,000  
Serb-Croat-Sloven Kingdom  
(including Montenegro) ..... 28,481,000  
Poland ..... 65,000  
Rumania ..... 21,778,000  
Portugal ..... 21,541,000  
Greece ..... 23,355,000  
Belgian Congo ..... 3,550,000







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2.30,  
5.15,  
7.15,  
9.15.

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**SCOTTISH SPORT.**  
**GOLF CHAMPIONSHIP.**  
**BARNES' VICTORY AND MAC**  
**SMITH'S FAILURE.**  
**ERIC LIDDELL'S GRAND FINISH.**  
[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 1st.

James Barnes, of New York, won the Open Championship at Prestwick. Though the final afternoon furnished one of the most dramatic surprises in the long history of the championship, there were no thrilling closing scenes such as we have had at the last few championships. Barnes holed out on the eighteenth green early in the afternoon, and not a soul in the vast crowd thought of greeting him as the Champion. There is always a thrill in seeing a great man playing the last stroke to win the biggest golfing prize in the world. Barnes played his, and no one, not even Barnes himself, knew what it implied. From the beginning of the great struggle, however, Barnes was "in the picture." A record opening round of 70 gave him a useful lead, and probably inspired him with confidence in his ability to pull through; but in the end victory waited on him, for MacDonald Smith, the ex-Carnoustie golfer, who like Barnes has won fame in America, had no fewer than five strokes in hand when he entered upon the final round after Barnes and other challengers had completed their account. How Smith lost that golden opportunity was not the result of an isolated disaster. It was due to nervous strain, his breakdown was all the more remarkable in view of the fine temperamental equipment he had shown on the previous day, when he kept into first place with a round of 69, which eclipsed Barnes' short-lived record score. It has been claimed as one of the shining virtues of the American players that their coolness and resource seldom desert them even in times of adversity. In the presence of such a throng as that assembled at Prestwick these qualities were doubtless subjected to a very severe test. From the commanding position he held when he set out on the final journey, MacDonald Smith dropped to a place below Compton and Ray, who made a gallant but unsuccessful attempt to overtake Barnes at a time when he seemed likely to figure as runner-up. The result of this Championship should not be interpreted as a reason for holding an inquiry into the present state of professional golf in this country. It is true that the "Old Guard" are getting older every year, and that while remarkable fine golf has again come from J. H. Taylor, Herd, and Vardon, the reassertion of British prestige in the game is a task that now lies before the younger generation. Some of the younger men have disappointed the hopes and belied the promises built upon their performances in recent times, but they may take heart from the fine example set by Compton, of Manchester. The challenging quality of Ray's golf on the final day is also a reminder to players so brilliant as Duncan and Mitchell that their place is still in the vanguard. The abnormally warm weather of this memorable June created conditions at Prestwick which reduced prodigiously long driving to almost a commonplace, but the hard ground set up a fresh set of problems in controlling the ball near the green and in putting. The glories of Old Prestwick are undimmed, but one can recall championships played under circumstances which called for a greater variety of strokes over the famous links. However large the player's kit of clubs, it was shown that the course could be compassed with no greater armoury than a driver, a mashie, and a putter, with occasional resort to an iron and a niblick for trouble.

**NOTES ON CRICKET.**  
Capital week-end weather gave us good cricket, and some heavy scoring. Cricket and enthusiasm as a rule are things apart, but the exciting nature of the finish at Dunfermline stirred the phlegmatic Fifers to the extent of carrying a successful bowler shoulder high to the pavilion. Probably the totally unexpected character of the whole match combined to this culmination. On no calculation had Fifeshire a long odds chance of defeating Forfarshire, yet the outsiders won on their merits. Stirling County's performance was even better. Aberdeenshire have been "bonnie fetchers" this season, while Stirling have been at the mercy of all. But Stirling's win by six wickets was the outcome of good, sound batting, in which Dr. Melville, of Glasgow University and Poloc, was a bright figure. Outstanding in the Western Union games was Ayr's first win. Berridge, the Auld Troon professional, was an easy first in the joyous performance. Next in order came the West's demonstration of what amateur talent can do. Royal High School gave a glimpse of their best form when they defeated Stewartians, and there was an exciting finish between Heriotians and Edinburgh Academicals. Principal results:—  
*Scottish Counties.*  
Fifehire, 115; Forfarshire, 114.  
Stirling Co., 135 for 4; Aberdeenshire, 127.  
*Western Union.*  
Uddingston, 144; Clydesdale, 75.  
Greenock, 260 for 5; Kilmarnock, 149.  
Kelburne, 218; Ferguslie, 135.  
West, 172; Poloc, 131.  
Ayr, 155 for 7; Drumpellier, 120.  
*Other Matches.*  
Perthshire, 199; Grange, 129.  
Glas. Acad., 132; Renfrew, 130.  
Ayrbroath, 134; Stenhousemuir, 87.  
Edin. Acad., 184; Heriotians, 170.  
Royal High School F.P., 186; Stewartians, 119.

**LIDDELL AND SCOTS ATHLETICS.**  
The 39th annual championship meeting of the Scottish Amateur Athletic Association was most successful. The chief feature of the meeting was the brilliant running of E. H. Liddell, who not only retained his three titles, but assisted his University to regain the relay championship. Liddell

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**"WELLINGTON"**  
**ANTI-SCREEN PLATE.**  
**WELLINGTON & WARD, LTD.**  
ELSTREE, ENGLAND.  
OBTAINABLE AT  
ALL PHOTOGRAPHIC DEALERS.

SELECTION FROM JUNE LIST OF

**Actualite**

**RECORDS.**  
(Made in England).  
\$1.50 Each  
ALL DOUBLE-SIDED.

PLAYABLE ON ALL NEEDLE MACHINES.

10858 THE CLOCK IS PLAYING Pathe Concert orch.  
10845 "TALES OF OFFICER" MENUET AND BARCAROL Mike Speciale & His Orch.  
10845 AT THE END OF THE ROAD (Fox Trot) Mike Speciale & His Orch.  
10845 OH, HOW I LOVE MY DARLING (Fox Trot) Mike Speciale & His Orch.  
10845 INDIAN LOVE CALL FROM "ROSE MARIE" (Fox Trot) Lay Gold & His Or  
10459 ROSE MARIE, FROM "ROSE MARIE" Tarrant Bailey  
10459 A JOY RIDE Tarrant Bailey  
10861 MAZEPPA Jack Charman & Billy Chapman  
10861 SHOW ME THE WAY TO GO HOME Jack Charman & Billy Chapman  
025139 BINGO FARM Cliff Edwards  
025139 I WISH IT WAS ME Cliff Edwards  
025139 ALONG THE RIVIERA

**Pathe-Orient**  
12, QUEEN'S ROAD CENTRAL, HONGKONG.

**PERFUMERY**  
Manufactured by  
**RIGAUD, PARIS.**

"AIRE  
EMBALSAMADO"  
"MARY GARDEN"  
"HORA CARINOSA"  
"DULCE MIA"  
"LILAS RIGAUD"

Obtainable from  
**VICENTE ATIENZA & Co.,**  
No. 54, NATHAN RD., KOWLOON, TEL. K. 155.

EVEREADY Flashlights bring to light the dangers  
that lurk in darkness. They give instant light  
just where you want it, when you need it.

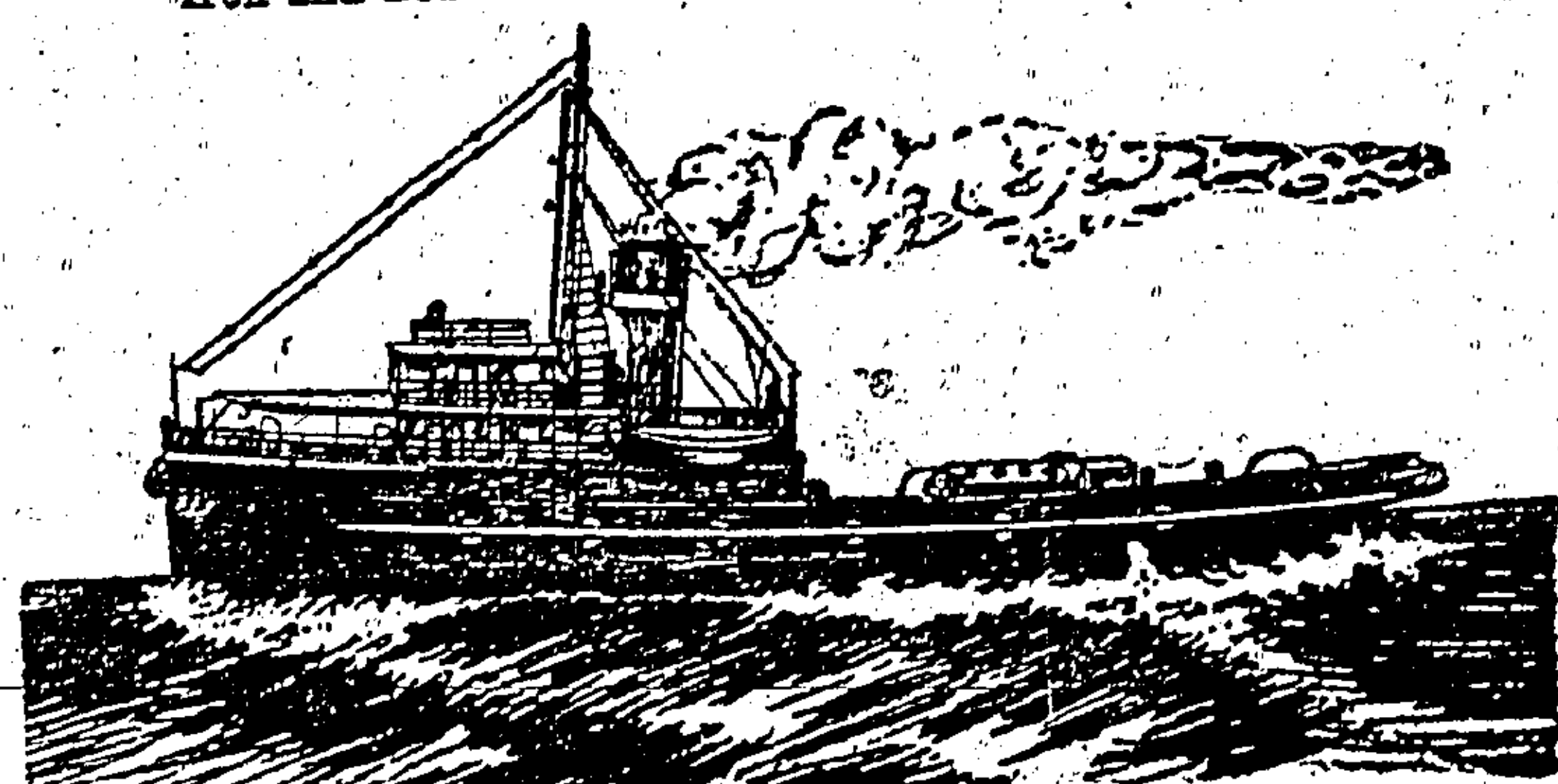
AMERICAN EVEREADY WORKS  
30 East 42nd Street New York City, N.Y., U.S.A.

SAFETY AT NIGHT  
—use your flashlight  
**EVEREADY** Flashlights  
SAFE—DURABLE—RELIABLE

**The HONGKONG & WHAMPOA DOCK Co., Ltd.**

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Cables Used: A.L., A.B.C. Fifth Edition; Engineering: First and Second Edition  
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers. Boiler Makers,  
Iron and Brass Founders, Forge Masters, Electricians.

  
Steel Twin-Screw Ocean-going Tug and Salvage Steamer  
**"Henry Keswick"**  
Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,  
**R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.**



## SHIPPING NEWS

## ARRIVALS.

August 3rd.  
*Eastern Prince*, British str., 4,050 tons, Capt. Suddaby, from Karatsu, with a general cargo, lying at Laichikok.  
 —Furush (Far East).  
*Tung Tuck*, Chinese str., 1,014 tons, Capt. P. Paviga, from Swatow, lying at buoy No. 121.—Shing Fat.

## August 4th.

*Glengyle*, British str., 5,880 tons, Capt. O. O. Simpson, from Singapore, with a general cargo, lying at Jardine Matheson wharf.—Jardine Matheson & Co.  
*Paul Leont*, French str., 12,985 tons, Capt. Rosoor, from Marseilles and Saigon, with a general cargo, lying at Kowloon Wharf.—M.M.  
*Penny Maru*, Japanese str., 4,200 tons, Capt. K. Ishii, from Moji, with a general cargo, lying at buoy No. A3.—N.Y.K.

*Sandun*, British str., 4,217 tons, Capt. G. G. Randall, from Kobe, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.  
*West Sequana*, American str., 3,921 tons, Capt. G. Soerstrup, from Shanghai, with a general cargo, lying at Stonecutters.—Struthers & Barry.

## CLEARANCES.

## August 4th.

*Angers* for Saigon.  
*Confucius* for Keelung.  
*Hai Ning* for Foochow.  
*Hung-Sung* for Bangkok.  
*Hui Nant* for Macao.  
*Kiangler* for Shanghai.  
*Paul Leont* for Shanghai.  
*Penny Maru* for Batavia.  
*Pao Sung* for Kwang Chow Wan.  
*Tikarua* for Batavia.  
*Sekou Maru* for Keelung.  
*Singapore* for Singapore.  
*St. Albans* for Manila.  
*Tell* for Ningpo.  
*Wu Sang* for Tientsin.

## SHIPPING MOVEMENTS.

The P. & O. s.s. *Malaga*, from Hongkong, arrived in London on July 31st at 8 a.m.  
 The B.I. Co. s.s. *Taipei* left Kobe for this port on August 1st, and is due here tomorrow afternoon.  
 The P. & O. Co. s.s. *Khyber* left Singapore for this port on August 3rd at 8 a.m., with the outward English mails, and is due here on August 7th at about 4 p.m.  
 The R.M.S. *Empress of Australia* will sail from here for Vancouver, via Shanghai and Japan ports at noon on Friday, August 7th.

## AMERICAN PIONEER LINE.

S.S. "DRYDEN".....sails August 15th.

for  
 PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON  
 via PANAMA CANAL.

Calling at PANAMA and HAVANA if inducements offer.

For Freight and further particulars apply to

AMERICAN PIONEER LINE

Operated for United States Shipping Board

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ATLANTIC, GULF & ORIENTAL STEAMSHIP CO.

ADMIRAL ORIENTAL LINE, Agents.

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 ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
 OF HONGKONG, LIMITED.  
 — DRY DOCKS —  
 Length 787 Feet  
 Length on Blocks 750 Feet  
 Depth on Centre of  
 Sill (CL.W.D.B.T.) 34 ft. 6 ins.  
 — THREE SLIPWAYS —  
 Capable of Handling Ships Up  
 to 3,000 Tons Displacement.  
 Electric Cranes at Sea Wall. Capable of  
 Lifting 100 Tons at 7 ft. Foot Radius.

BUTTERFIELD & SWIRE, Agents  
 HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG.  
 TELEPHONE No. 212.  
 CABLE FLAG: "O" OVER "AM," PEKING.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Glengyle*, on August 4th.—Mr. Jones and Mr. V. Morgan.

Per s.s. *Sandun*, on August 4th.—Mr. A. C. Mackay and Miss E. Hooper.

Per s.s. *Paul Leont*, on August 4th.—Mr. and Mrs. van Herbergen, Mr. Moppy, Mr. Pinocet, Mr. Bond, Mr. Kirby, Mr. Y. Yeri, Mr. Leopold, Mr. R. P. Rogan, Sister Clelia, Sister Beatrice.

## VESSELS EXPECTED.

*Empress of Asia* (C.P.R.), due August 10th.

## SUNRISE AND SUNSET IN HONGKONG.

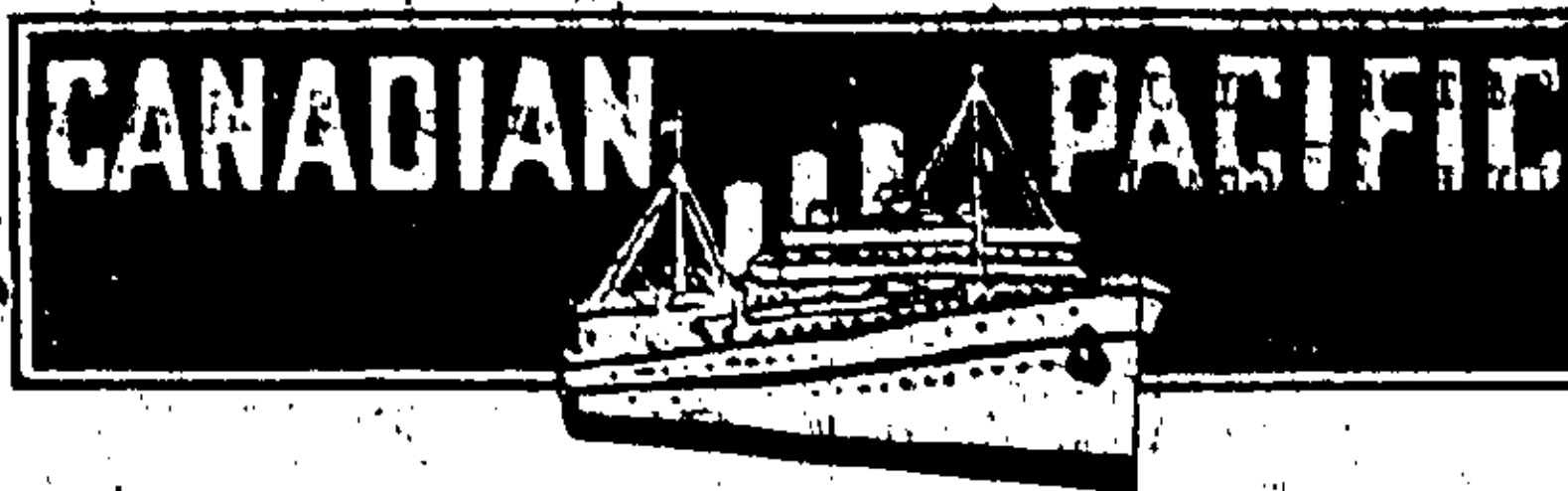
STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
August 5th.....	5.56 a.m.	7.02 p.m.
6th.....	5.57 ..	7.02 ..
7th.....	5.57 ..	7.01 ..
8th.....	5.57 ..	7.00 ..
9th.....	5.58 ..	7.00 ..
10th.....	5.58 ..	6.59 ..
11th.....	5.58 ..	6.58 ..
12th.....	5.59 ..	6.57 ..
13th.....	5.59 ..	6.57 ..
14th.....	5.59 ..	6.56 ..
15th.....	5.59 ..	6.55 ..
16th.....	5.59 ..	6.54 ..
17th.....	5.59 ..	6.53 ..
18th.....	5.59 ..	6.52 ..
19th.....	5.59 ..	6.51 ..
20th.....	5.59 ..	6.51 ..
21st.....	5.59 ..	6.51 ..
22nd.....	5.59 ..	6.50 ..
23rd.....	5.59 ..	6.49 ..
24th.....	5.59 ..	6.48 ..
25th.....	5.59 ..	6.47 ..
26th.....	5.59 ..	6.46 ..
27th.....	5.59 ..	6.45 ..
28th.....	5.59 ..	6.44 ..
29th.....	5.59 ..	6.43 ..
30th.....	5.59 ..	6.42 ..
31st.....	5.59 ..	6.41 ..

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 4th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer .....	29.70	29.71	29.69
Temperature .....	84	78	81
Humidity .....	75	91	77
Wind Direction .....	8	Calm	WSW
Force .....	1	0	OT
Weather .....	0	C	OT
Rain .....	0.11	0.00	0.00
Highest open-air Temperature on 3rd .....			86
Lowest open-air Temperature on 4th .....			78



## HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and

Japan Ports and Atlantic Connections.

Leave Hongkong	Arrive Vancouver	Leave Quebec	Arrive Southampton
Empress Australia Aug. 7 Aug. 26	Empress Scotland Sept. 2 Sept. 9		
Empress Asia Aug. 20 Sept. 7	Empress France Sept. 19 Sept. 23		
Empress Canada Sept. 21 Sept. 21	Empress Scotland Sept. 30 Oct. 7		
Empress Kusala Sept. 17 Oct. 5	Empress France Oct. 14 Oct. 21		

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL PORTS. Standard Sleeping Cars—Compartments—Drawing-Room—Dining Cars.

Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC.

DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.

BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

## HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 12	Aug. 14	EMPRSS ASIA	Aug. 15
Aug. 26	Aug. 28	EMPRSS CANADA	Aug. 29

Steamers arrive MANILA early morning and sail in evening of following day.

## CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.  
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bill of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G 3400, G 3420, G 3440.

KAGA MARU .....

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KATON MARU .....

ATSUBA MARU .....

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

TOYOHASHI MARU .....

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU .....

TANGO MARU .....

NEW YORK and/or BOSTON via PANAMA.

MAYEASHI MARU .....

BUEEN AIBES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAMAKURA MARU .....

BOMBAY via Singapore & Colombo.

TOKUSHIMA MARU .....

CALCUTTA via Singapore & Rangoon.

RANGOON MARU .....

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU .....

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU .....

KOBE & YOKOHAMA.

WAKASA MARU .....

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 & 2423. S. KINOSHITA, Manager.

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INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TIENTSIN DIRECT	"CHIPSING"	Thursday, 6th Aug. at Noon.
STRAITS & CALCUTTA	"KUMSANG"	Thursday, 13th Aug. at 3 p.m.
YOKOHAMA via KOBE	"KUTSANG"	Friday, 14th Aug. at 7 a.m.
YOKOHAMA via KOBE	"HOSANG"	Wednesday, 26th Aug. at Noon.
STRAITS & CALCUTTA	"NAMSANG"	Wednesday, 26th Aug. at 2 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY From Six P.m.
HONGKONG—HAIKONG LINE	EVERY SUNDAY From Six P.m.
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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JOINT SERVICE OF STEAMERS.

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OUTWARDS.

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Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharges.
"PEMBROKEBERRY"	—			
Cargo discharged Singapore.				
"GLENIFFER"	—			
"GLENNOBLE"	—	4th Aug.		
"GLENAMORY"	—	23rd Aug.		
"GLENAGARY"	—	3rd Sept.		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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UNITED STATES SHIPPING BOARD

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REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES  
 FROM HONGKONG BY DIRECT ROUTE

U.S.S. "WEST IVAN"	Due Hongkong 6th Aug.
U.S.S. "WEST FARALON"	Leave Hongkong 7th Aug.
U.S.S. "WEST JESTER"	Due Hongkong 17th Aug.
U.S.S. "WEST SEQUANA"	Leave Hongkong 18th Aug.

TO MANILA, CEBU AND ZAMBOANGA.

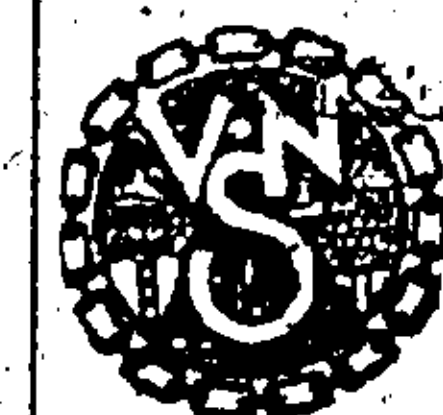
U.S.S. "WEST JESTER"	Due Hongkong 30th August.
U.S.S. "WEST SEQUANA"	Leave Hongkong 31st August.

TO SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST SEQUANA"	Due Hongkong 17th August.
U.S.S. "WEST SEQUANA"	Leave Hongkong 6th August.

For Full Information, Apply to—

STRUTHERS AND BARRY.  
 L. EVERETT, Inc.  
 General Agent,  
 Japan, China, Philippines Islands,  
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 of the United Netherlands  
 Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore  
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 Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and  
 North Continental Ports

SAILINGS FOR EUROPE:

U.S. "OLDEKERK"	11th Aug. 1925
U.S. "GEMMA"	Beginning of Sept.
U.S. "ZOSMA"	Oct.

ARRIVALS FROM EUROPE:

U.S. "ZOSMA"	22nd Aug. 1925
U.S. "OOSTKERK"	20th Sept.

All Steamers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN,

Telephone Central No. 1574. Agents, York Building

## HAMBURG AMERIKA LINIE.

COMBINED FREIGHT AND PASSENGER SERVICE.

SAILINGS FOR SHANGHAI AND JAPAN.

S.S. FUERST RUELOW ... due from Europe ... or about 10th Aug.

NEXT SAILINGS FOR EUROPE,

MARSEILLES, ROTTERDAM, HAMBURG VIA MANILA,  
 SINGAPORE, COLOMBO AND PORT SAID.

M.V. ERMLAND ... on or about 18th Aug.

For freight, passage and further particulars please apply to  
 Canton—CARLOWITZ & CO.  
 Macao—A. A. DE MELLO  
 Swatow—ROSE BROS.  
 Amoy—C. MARZANI  
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AMERICAN & MANCHURIAN LINE  
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S.S. "MALVERNIAN" ... 19th SeptemberBOSTON NEW YORK & NEW ORLEANS  
AMERICAN & ORIENTAL LINE

S.S. "ELMBANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT  
"ELLERMAN" LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)S.S. "CITY OF MADRID" ... 9th August  
For HAVRE, LONDON, DUNKIRK & HAMBURG.

MODERATE PASSAGE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA  
ORIENTAL-AFRICAN LINES.S. "SURAT" ... Middle August  
Leading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.AUSTRAL-EAST INDIES LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALAYAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.  
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Joint Service of the

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AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

S.S. "MERTON HALL" ... via Suez Canal ... 19th August  
S.S. "LAOMEDON" ... via Suez Canal ... 26th August  
S.S. "PELUS" ... via Suez Canal ... 7th Sept.  
S.S. "MALVERNIAN" ... via Suez Canal ... 19th Sept.Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG,  
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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and  
NEW YORK

S.S. "SLAVIC PRINCE" ... 5th August, 1925

For Freight and Full Particulars, apply to—

**FURNES (FAR EAST), LIMITED.**  
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**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, venereal and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gonitis or Doryphoria Noct, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

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For Nervous Breakdown and Chronic Weakness.

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**MAIL AND PASSENGER SERVICES**  
STRAPPA, JAVA, BURMA, ORILON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.**  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,696	5th Aug. Noon	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,006	8th Aug. Noon	Marseilles, Cass. Blanca, A'werp. & Hull.
"ALIPORA"	5,372	14th Aug.	S'pore, Penang, Colombo & B'way.
"SICILIA"	6,812	18th Aug.	S'pore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London.
"KIDDERPORE"	5,334	28th Aug.	Marseilles, Cassa Blanca, L'don. & Antwerp.
"JEYPORE"	5,218	2nd Sept.	Singapore, Penang, Colombo & B'way.
"HARKUNDA"	18,227	5th Sept.	Marseilles & London.
"KHYBER"	9,114	19th Sept.	Port Sudan, Marseilles, London & Antwerp, Bay.
"KARMALA"	9,136	3rd Oct.	Marseilles, London & A'werp.
"SOUDAN"	6,696	15th Oct.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"SICILIA"	6,812	25th Oct.	S'pore, Penang, Colombo & B'way.
"KHYBER"	9,136	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,882	14th Nov.	Marseilles & London.
"KALFAN"	9,144	25th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	9,935	10th Dec.	S'pore, Penang, Colombo & B'way.
"MOIRA"	10,811	19th Dec.	Marseilles & London.
"KASHGAR"	9,006	26th Dec.	Mars. London & Antwerp.

**BRITISH INDIA-APCAR SAILINGS**

"TAIRIA"	7,923	8th Aug. Noon	Singapore, Penang & Calcutta.
"TAKLIWA"	7,928	18th Aug.	do.
"TALMA"	10,000	3rd Sept.	do.

**EASTERN AND AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	5th Aug. 10 A.M.	Manila, Sandakan, Thursday
"TANSA"	6,558	2nd Sept.	Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	7th Oct.	
"ST. ALBANS"	4,500	4th Nov.	
"TANSA"	6,558	2nd Dec.	

The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hankow, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports on route as inducement offers.  
Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

"KHYBER"	9,144	8th Aug. Noon	Shanghai, Moji & Kobe.
"TANSA"	6,558	11th Aug.	Moji, Kobe & Yokohama.
"HARKUNDA"	18,227	21st Aug.	Shanghai.
"KARMALA"	9,136	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe.
"SOUDAN"	6,696	18th Sept.	Shanghai, Moji & Kobe.
"KHYBER"	9,136	2nd Oct.	Shanghai & Kobe.
"SICILIA"	6,812	2nd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,882	17th Oct.	Shanghai, Moji & Kobe.
"KALFAN"	9,144	1st Nov.	do.
"TANSA"	6,558	7th Nov.	Moji, Kobe & Yokohama.
"MOIRA"	10,811	14th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	9,935	14th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	9,006	28th Nov.	do.
"SOUDAN"	6,696	28th Nov.	Shanghai & Kobe.
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	12th Dec.	Moji, Kobe & Yokohama.
"KHYBER"	9,114	26th Dec.	Shanghai Moji & Kobe.
		1925	
"MALWA"	10,941	9th Jan.	Shanghai, Moji & Kobe.
"DELTA"	8,087	9th Jan.	Shanghai & Kobe.
"ST. ALBANS"	4,500	9th Jan.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Hongkong must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All cabins are fitted with Electric Fans free of charge.  
Parcels (weighing not more than 54 lb. x 1 ft. x 1 ft.) will be received at the Company's Office up to 10 days on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
P. & O. Building, Cantonment Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class (Ocean) Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Balacon and Excellent cuisine.

**SWATOW, AMOY & FOOCHOW**AND RETURN  
(Occupying 9 or 10 Days)

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

Round Trip Tickets will be issued from Hongkong to Fouchow (Parade Anchorage) and Return by the same Steamer by the "HAI-SING" "HAI-BO" and "HAI-CHING" at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LAPRAIK & CO.,**  
General Manager.**CHINA NAVIGATION CO., LIMITED.**

HOIHOW & BANGKOK ... "KWANGTUNG" On 5th Aug. 11 a.m.  
HANKOW ... "KANSU" ... On 6th Aug. D.L.  
TIENTSIN ... "SHANSE" ... On 7th Aug. 4 p.m.  
TIENTSIN ... "KASHING" ... On 13th Aug. 4 p.m.

For Freight or Passage apply to—  
Telephone Central 32.**BUTTERFIELD & SWIRE**  
Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

**AUSTRALIAN-ORIENTAL LINE, Ltd.**

CONSIGNEES of CARGO from New Zealand and Australian Ports are informed that all general Cargo for Hongkong by S.S. "TAIYUAN" has been Discharged at YANLI and Transhipped there at the Risk of the Owners of the Goods to S.S. "KENDAL CASTLE" arrived Hongkong, 21st JULY, 1925.

**BUTTERFIELD & SWIRE**  
Agents.

Hongkong 21st July 1925

AUSTRALIAN-ORIENTAL LINE, LTD.

**DODWELL & CO., LTD.****NEW YORK BERTH.**

LOADING FOR MANILA BOSTON, NEW YORK.

S.S. BOLTON CASTLE ... Sails 30th July

**LYDD TRIESTINO.**REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR  
BRINDISI, VENICE AND TRIESTE (POME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND  
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$56.

**NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" (cargo only) ... Sails 7th Aug.  
M.S. "ESQUILINO" (cargo only) ... Sails 10th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.F. "VENEZIA" ... Sails 25th June  
M.S. "ESQUILINO" ... Sails 31st Aug.

**NATAL LINE OF STEAMERS.**

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S. "UMSINGA" ... Sails 1st September  
S.F. "UMZUMBI" ... Sails 1st October

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LIMITED.**

Telephone Central 1039.

Agents

**M. MESSAGERIES MARITIMES M.**  
SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
ANGERS	...	1925	4th Aug. 1925
PAUL LEOAT	...	3rd July, "	1st Sept. "
AMBOISE	...	17th July, "	15th Sept. "
CHANTILLY	...	31st July, "	29th Sept. "
PORTHOUS	...	14th Aug. "	13th Oct. "

**RATES OF PASSAGE MONEY TO MARSEILLES**

(Including Table Wine and Free Doctor's Attendance).  
A CLASS (1st Class) ... 25 Gs. 0d. B CLASS (1st Class) ... 25 Gs. 0d.  
STEAMERS (2nd ... 20 Gs. 0d. STEAMERS (2nd ... 20 Gs. 0d.)

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

Sailing for HAVRE ANTWERP

S.S. "DUNKIRK" about

S.S. "MIN" from DUNKIRK, LONDON &amp; HAVRE; to arrive about 20th August.

Sailings subject to alteration without notice.

For full Particulars, apply to—

**MESSAGERIES MARITIMES CO.,**  
3, QUEEN'S BUILDING.

Telephone Central 740

CONSIGNATION—TRANSIT—REPRESENTATION.



## POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated; and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

Radio Traffic with Canton is suspended until further notice.  
Intercept Radio Telegrams are subject to delay of 2 hours.  
The Radio Office will be closed from 8 p.m. to 8 a.m. until further notice.  
Messages in code must have name of Code used included in text.

## INWARD MAILS.

FROM	PER	DATE
Amoy ...	Taiwan ...	6th August
U.S.A., CANADA, JAPAN & SHANGHAI ...	Pres. Wilson ...	6th August
Europe via Suez, Letters & Papers 1/10 ...	Khyber ...	7th August

## OUTWARD MAILS.

FOR	PER	DATE
Holbow, Pakhoi and Haiphong ...	Taiwan ...	Wednesday, 5th, 8.30 A.M.
Holbow and Bangkok ...	Kwangtung ...	9.00 A.M.
Strait, Ceylon, India, Mauritius, E. and S. Africa ...	Soudan ...	10.00 A.M.
Manila ...	Shore Prince ...	2.30 P.M.
Canton ...	Tung On ...	Thursday, 6th, 7.15 A.M.
Holbow, Pakhoi and Haiphong ...	Taiwan ...	8.30 A.M.
Holbow, Haiphong, Tourane and Quinon ...	Shanghai ...	8.50 A.M.
Strait, Ceylon, India, Mauritius, E. and S. Africa ...	Van Overstraten ...	10.00 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. ...	Emp. of Australia ...	Parcels 6th, 5.00 P.M.
America and Europe via Vancouver ...	Reg. ...	7th, 9.15 A.M.
due Vancouver 26th Aug. & Europe ...	Letters ...	10.00 A.M.
via fiber (correspondence specially ...	Pres. Wilson ...	2.00 P.M.
super-scribed "Via Siberia" only)		
Manila ...	Anahgar ...	Parcels 7th, 5.00 P.M.
Strait, Ceylon, India, Mauritius, E. and S. Africa ...	Khyber ...	8th, 9.15 A.M.
Yaracelles due Marseilles 6th Sept. ...	Kargo Maru ...	9.30 A.M.
Shanghai and Japan ...		12.30 P.M.
Swatow, Amoy and Formosa ...		
Strait and Calcutta ...	Kumgang ...	Thursday, 13th, 11.30 A.M.
Japan ...	Kumgang ...	12.30 P.M.
		5.00 P.M.

\*Correspondence bearing vessel's name only

## LOCAL AND REGULAR OUTWARD MAILS.

FROM SHUNGWAN BRANCH FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samahai ...	9.30 P.M.	9.30 P.M.	7.40 A.M.
	only		9.30 A.M.
Tai Ping Tang ...	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shuk Ki ...	9.30 P.M.	9.30 P.M.	9.30 P.M.
Yongmoon ...	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kaukong ...	9.30 P.M.	9.30 P.M.	9.30 P.M.
	9.30 P.M.	9.30 P.M.	9.30 P.M.
	Saturdays		
Wachow ...	4.00 P.M.	10.00 A.M.	4.00 P.M.

COMMERCIAL.  
OPENING QUOTATIONS.

August 4th, 1925	
On London ...	1/3 1/2
Telegraphic Transfer ...	1/3 1/2
Bank Bills, on demand ...	1/3 1/2
Bank Bills, at 30 days' sight ...	1/3 1/2
Bank Bills, at 4 months' sight ...	1/3 1/2
Credit, at 4 months' sight ...	1/3 1/2
Documentary Bills, 4 months' sight ...	1/3 1/2
On Paris ...	1/3 1/2
Bank Bills, on demand ...	1/3 1/2
Credit, 4 months' sight ...	1/3 1/2
On New York ...	1/3 1/2
Bank Bills, on demand ...	1/3 1/2
Credit, at 30 days' sight ...	1/3 1/2
On Bombay ...	1/3 1/2
Telegraphic Transfer ...	1/3 1/2
Bank Bills, on demand ...	1/3 1/2
On Calcutta ...	1/3 1/2
Telegraphic Transfer ...	1/3 1/2
Bank Bills, on demand ...	1/3 1/2
On Shanghai ...	1/3 1/2
Bank Bills, at sight ...	1/3 1/2
Private, 30 days' sight ...	1/3 1/2
On Yokohama ...	1/3 1/2
On Manila ...	1/3 1/2
On Singapore ...	1/3 1/2
On Batavia ...	1/3 1/2
On Hongkong ...	1/3 1/2
On Saigon ...	1/3 1/2
On Bangkok ...	1/3 1/2
Sovereign, Bank's Buying rate ...	1/3 1/2
Gold Leaf, 100 fine, per tael ...	1/3 1/2
Bar Silver, per oz. ...	1/3 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ...	\$50,000,000
Issued and Fully Paid-up ...	\$50,000,000
Reserve Funds ...	\$4,500,000
Sterling ...	\$4,500,000
Silver ...	\$3,500,000
Reserve Liability of Proprietors ...	\$20,000,000

Court of Directors:  
G. M. Young, Esq., Chairman.  
H. P. White, Esq., Deputy Chairman.  
D. G. M. Bernard, Esq., Hon. Mr. A. C. Lang.  
W. H. Ball, Esq., W. L. Patterson, Esq.  
A. H. Compton, Esq., J. A. Flanagan, Esq.  
Hon. Mr. P. H. Holjak, T. G. Weill, Esq.

Chief Manager:  
A. H. BARKER, Esq.  
Manager: Shanghai—G. E. SMITH, Esq.

LONDON BANKERS:  
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
Hongkong, 18th May, 1925. [25]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 2 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.  
Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
A. E. B. BLOW,  
Ct. Manager.  
Hongkong, 7th January, 1925. [26]

## SOCIETE FRANCAISE DE

## GERANCE.

## DE LA BANQUE

## INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO-CHINOIS.

(Incorporated in France).

5, Charter Road, Victoria, Hongkong.

HEAD OFFICE:  
Paris, 74, Rue St. Lazare.

Capital ... Frs. 10,000,000

Reserves ... Frs. 10,790,000

Working fund provided by

THE BANK OF CHINA IN CHINA:

Fr. 50,000,000.

BANKERS:

France: Societe Generale, Banque Nationale de

Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.

New York: Irving Bank, Columbia Trust.

Every description of Banking and Exchange

Business transacted.

Correspondents throughout the World.

A. ROLLIN

Manager.

Hongkong, 12th July, 1924. [28]

## THE BANK OF CHINA.

## 行銀國中

(Specially authorized by Presidential

Mandate of the Republic of China on

the 22nd of November, 1917.)

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... 18,278,600.00

Reserve Funds ... 9,429,435.34

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road

Central. Branches and Sub-branches all

over China, and Correspondents in Europe,

America, and other parts of the world.

LONDON BANKERS—The National Provincial

and Union Bank of England, Ltd. The

Guaranty Trust Co. of New York.

New York BANKERS—The Irving National

Bank, The Equitable Trust Co., New York

Interest allowed on Current Accounts and

Fixed Deposits. Terms on application.

Every description of Banking Business

transacted.

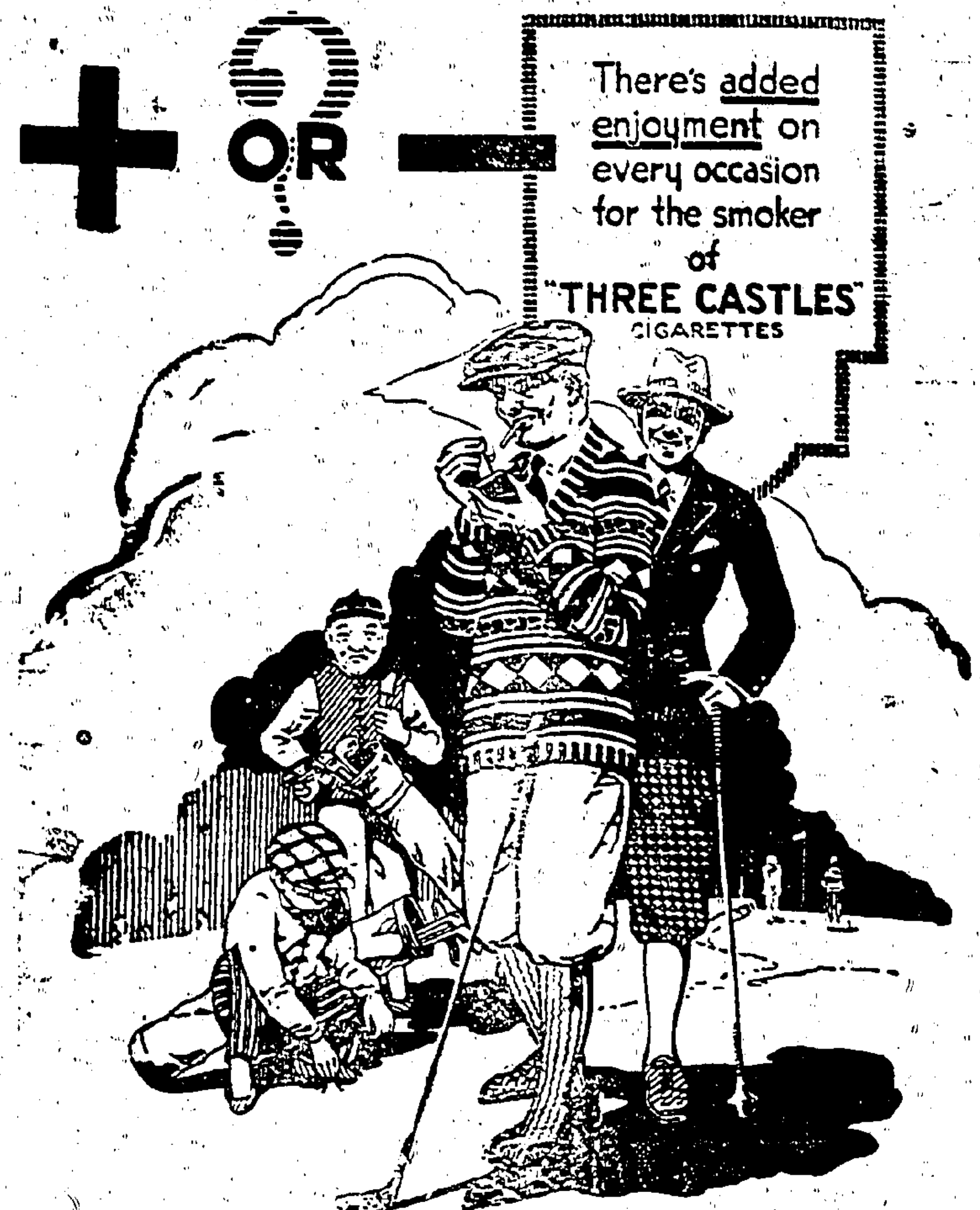
Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSU-YUK YEH,

Manager.

Hongkong, September 6th, 1921. [29]

THREE CASTLES  
MAGNUM CIGARETTES

Tins of 50.  
Regular size. Tins of 50 and Packets of 10.

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. A-133

## THE MERCHANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:  
15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £20,000,000

Subscribed Capital ... £18,000,000

Paid-up Capital ... £17,500,000

Reserve Fund ... £1,500,000

BANKERS:

THE BANK OF ENGLAND

and

MIDLAND BANK, LTD.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Shanghai, Singapore, Swatow, Yanchow, Yokohama.

Every description of Banking and Exchange

Business transacted.

Interest allowed on Current Accounts

to 2 per cent. per annum on Daily Balances

and on Fixed Deposits at Rates that may be

ascertained on application.

J. B. BOSS,

Acting Manager.

7, Queen's Road Central,

Hongkong, April 17th, 1925. [29]

## BANQUE DE L'INDO-CHINE,

## PARIS.

Head Office: 84 Boulevard Haussmann, Pa. 8.

Subscribed Capital ... Frs. 75,000,000.00

Paid-up Capital ... Frs. 68,400,000.00

Reserve Fund ... Frs. 59,697,323.54

BRANCHES:

Bangkok, Hongkong, Saigon, Shanghai, Singapore, Swatow, Yanchow, Yokohama.

Every description of Banking and Exchange

Business transacted.

Interest allowed on Current Accounts

to 2 per cent. per annum on Daily Balances

and on Fixed Deposits at Rates that may be

ascertained on application.

A. LEBOT,

Manager.

Hongkong, 30th March 1925. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINIO)

Incorporated by Special Imperial

Charter, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... Yen 52,500,000

Reserve Fund ... Yen 12,990,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka.

FORMOSA—Gilan, Kagi, Kavenko, Keelung,

Makung, Nantao, Pinan, Shichien,

Taipei, Tainan, Takow, Tamsui,

Tobien, Aio.

CHINA—Shanghai, Hankow, Amoy, Foochow,

Swatow, Canton.

OTHERS—Bangkok, Hongkong, Singapore,

Sourabaya, Samarang, Batavia,

Bombay, London, New York, Calcutta.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND

PAK'S BANK.

The Bank has Correspondents in the Commercial

Centres in the European Continent,

Russia, Manchuria, Tangtiao, Japan, Indo-

China, Siam, India, Philippine Islands, Java,

and Dutch Indies, Australia, America,

Africa, &c.

Interest allowed on Current Accounts, and

Fixed Deposits at Rates which will be quoted

on application.

Z. YAMAMOTO,

Manager.

HONGKONG BRANCH,

4, Des Voeux Road, Central.

Hongkong, 30th May 1925. [32]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 80,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia, Kobe, Sourabaya,

Bombay, London, Hongkong,

Calcutta, Lyons, San Francisco,

Changchun, Manila, Shanghai,

Dairen (Dairen), Nagasaki,

Fengtien, Nagoya, Singapore,

(Makden), Newchwang,

Hankow, Osaka, Tientsin,

Hankow, New York, Tokyo,

Harbin, Peking, Tientsin,

Hankow, Hongkong,

Kai Yuen, Vladivostok.

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates

to be obtained on application.

G. ARIMA, Manager.

Hongkong, 11th March, 1925. [25]

## NEDERLANDSCHE HANDEL

## MAATSCHAPPIJ.

## NEDERLANDSche TRADING SOCIETY.

## BANK.

Established 1824.

Hongkong Branch established 1904.

Authorized Capital Guilders 150,000,000

Paid-up Capital ... 80,000,000

Reserve Fund ... 20,536,861

Special Reserves ... 22,690,000

HEAD OFFICE—AMSTERDAM.

Eastern Head Office—BATAVIA.

BRANCHES—Batavia, Bandoeng,

Bombay, Calcutta, Cheribon, Djember,

Djokjakarta, The Hague, Kobe, Kots,

Raja, Makassar, Medan, Padang,

Palembang, Pecalongan, Penang,

Fontanek, Hongkong, Rotterdam,

Samarang, Shanghai, Singapore,

Sourabaya, Soerabaja, (Solo), Tegal,

Tjilatjap and Weltevreden.

LONDON BANKER & NATIONAL EXCH.

FINANCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY

DESCRIPTION.

M. J. HERESCHLES,

Agent.

24

## THE BANK OF CANTON, LIMITED.